

REPORT TO: PLANNING & TRANSPORT COMMITTEE - 8 DECEMBER 2008

**REPORT ON: DUNDEE CENTRAL WATERFRONT - SOUTH MARKETGAIT/
GELLATLY STREET/TRADES LANE JUNCTIONS -
CONSEQUENTIAL TRAFFIC ORDERS**

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 594-2008

1 PURPOSE OF REPORT

- 1.1 This report considers the need to alter the traffic movements in the Gellatly Street/Trades Lane area to cater for the alterations to the road network as part of the Central Waterfront Development.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the preparation of a Traffic Regulation Order and Conversion to Footpath Order to vary the traffic movements in the area as part of the development.

3 FINANCIAL IMPLICATIONS

- 3.1 The costs in preparation of these Orders are minimal and will be contained within the Cities Growth Fund

4 BACKGROUND

- 4.1 As part of the Central Waterfront Development the junctions of South Marketgait with Gellatly Street, Trades Lane and the entrance to City Quay are to be redesigned.
- 4.2 Gellatly Street currently leads onto Dock Street and subsequently Commercial Street. Under the new layout it will access directly onto South Marketgait. This will require a length of Dock Street to be converted to footpath as access will be denied to Gellatly Street. The existing dual carriageway Order will ensure that southbound traffic in Gellatly Street will only be able to travel eastwards on South Marketgait.
- 4.3 The creation of a full signalised junction at South Marketgait to and from City Quay (opposite Trades Lane) and Trades Lane which will include a pedestrian crossing at its southern end will result in severe capacity problems if Trades Lane were to remain two-way at the junction. It is recommended that Trades Lane be made one-way northwards between its junctions with South Marketgait and Allan Lane. It cannot be made one-way over its entire length because buses require to gain access to the bus station from the north.
- 4.4 Any other large vehicle entering Trades Lane from the north has no place to turn as Allan Lane and Candle Lane are unsuitable for large vehicles. It is therefore recommended that Allan Lane and Candle Lane be subject to a Prohibition of Heavy Goods Vehicles over their entire lengths and also that Heavy Goods Vehicles be prohibited from entering Trades Lane from the north.

- 4.5 It is also proposed to close the junction of Candle Lane with South Marketgait to vehicular traffic. In order to achieve this it is recommended that a short length of Candle Lane at the junction be converted to footpath.
- 4.6 A new loading lay-by is to be created on the north side of South Marketgait between Gellatly Street and Trades Lane. Also, the waiting restrictions in the remaining length of Dock Street east of Commercial Street will be altered as a result of the new layout. The relevant orders will need to be varied to take this into account as well as any other descriptive changes found to be necessary. The opportunity can also be taken to review the parking in Trades Lane to determine if any additional parking can be provided in the one-way length.
- 4.7 To improve access to Gellatly street, it is proposed to revert the existing one way length at the north end to two way traffic.

5 POLICY IMPLICATIONS

- 5.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. There are no major issues.

6 CONSULTATIONS

- 6.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 None

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NHG/DA/MM

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